



The Aeronautical Newsletter of the
Seattle Flight Standards District Office

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EAA FLY-IN

For 5 days - July 5 through 9, the Arlington Airport will become the site of the third largest fly-in in the country. There are a number of ways the airport changes during Fly-In week and we want you to be aware of them. We will outline many of them here for you, but you must realize that the final authority for all the details is the NOTAM issued for the event. The NOTAM is available from the Flight Service Station or from the Northwest EAA Fly-In Internet Web Site at: www.nweaa.org

If you wish to bring a non-mode C equipped aircraft to the fly-in, a special procedure has been set up for you to transit the Seattle 30 nm Mode C Veil ***below the floor of the Bravo Airspace*** during the Fly-In. See the NOTAM for details.

Control Tower

A temporary control tower (frequency 127.3) and a temporary Flight Service Station (frequency 122.4) will be operational all five days of the Fly-In from 8 AM until 8 PM Wednesday through Saturday, and 8 AM to 5 PM on Sunday. An ATIS will be operational on 132.025, and Ground Control on frequency 121.25. Help in finding

an aircraft parking space is available from Ramp Control on 124.3.

Communications will be Osh Kosh style, meaning that ATC personnel will identify you by color and type of aircraft - no N-numbers will be used. Expect phrases like, "Red and white Baron, follow the yellow Piper Cub ahead". You are NOT required to reply unless specifically instructed to. If requested, identify yourself by color and aircraft type. Use, "Blue and green Mooney", not "Mooney 123AF". If instructed to rock your wings, please do so with gusto.

Arrivals

Use extreme caution for parachute jumping activities in the vicinity of Harvey Field, 16 miles south of Arlington.

Get the ATIS information no less than 15 miles from Arlington, then MONITOR the tower frequency 127.3 as you maneuver to enter the pattern on the 45. In an attempt to create a more orderly flow, all aircraft are asked to maintain 90 knots and 1200 feet MSL. If that's too slow for your aircraft, maintain 135 knots and 1700 feet MSL. **The traffic pattern is on the EAST side of the airport all 5 days of the Fly-In.** Continue to MONITOR the tower frequency. Expect landing clearance on base or final.

For traffic spacing you may be instructed by the tower to land long, in which case you are expected to touch down at or beyond the mid field area. Total runway length is 5,300 feet. A long landing leaves you about 2,600 feet of usable runway. After landing, exit the runway as soon a safety permits - there are sure to be aircraft following you who are anxious to land too. Fly-In aircraft parking is on the west side of the airport.

Special Friday and Saturday Arrival Procedures

All VFR arrivals on Friday and Saturday (the two busiest days of the Fly-In) between the hours of 8 AM and 3 PM are to over fly the Green Valley Airport (a grass strip 8 nautical miles southeast of the Arlington Airport, and 2 nautical miles southeast of Frontier Airpark) and MONITOR Arlington Approach Control frequency 118.15.

Green Valley Airport is tough to find. A temporary strobe light has been placed near the runway to help. Controllers, located on the ground at Green Valley, will spot you and will refer to your aircraft color and type. You will be advised of the runway in use and traffic to follow. Please rock your wings with gusto to acknowledge instructions. Do NOT use verbal re-

sponses unless specifically requested. If runway 34 is in use you will be directed to fly towards the town of Arlington, then turn left to enter the pattern on the 45. If runway 16 is in use you can proceed direct to the 45 entry leg. To help with the mix of aircraft, all aircraft are requested to maintain 90 knots after passing Green Valley.

VFR holding may become necessary due to congestion at Arlington. Controllers at Green Valley will advise you when holding is in progress. If asked to hold, expect to hold over the Stillaguamish River between Green Valley and Granite Falls. Plan to hold using right turns. Be extremely alert for heavy traffic in the area of Green Valley. You are encouraged to have your landing lights on within 30 miles of Arlington.

Aircraft without radios will NOT be authorized on Friday and Saturday between the hours of 10 AM and 3 PM.

IFR Arrivals

IFR arrivals in VFR weather conditions should plan to break off their instrument approaches in time to comply with the VFR arrival procedures.

Customs

For foreign arrivals, US Customs Service will be available from 8 AM to 3 PM Wednesday through Saturday. Sunday hours are 8 AM to 1 PM.

Daily Airshows

The Fly-In will feature daily airshows. Airshow times are Wednesday July 5 through Saturday July 8 from 3 PM to 5:30 PM.

An additional airshow will happen on Saturday evening from 9 PM to 10:30 PM. The airshow on Sunday July 9 will run from 1 PM to 3 PM.

A temporary restricted area will exist during airshow hours from the surface to 8,000 feet AGL within a 5 statute mile radius of the Arlington Airport. Arrivals and departures are **NOT** permitted during airshow hours.

Departures

When departing the Fly-In, monitor ATIS (132.025) for taxi instructions. MONITOR ground control (121.25) while taxiing. When instructed to taxi into position, use the left or right side of the runway as available. During peak traffic periods, orange-vested air traffic controllers will be positioned at the approach end of the runway with red and green hand paddles. A red paddle means hold, and a green paddle means cleared for takeoff.

Departures using the right side of the runway are expected to depart straight out or on a right 45 ONLY. Departures using the left side of the runway are expected to depart straight out or a left 45 ONLY. Unless otherwise instructed by ATC, climb straight out until at least 500 feet AGL before making any turns.

Non-Radio Aircraft

Non-radio aircraft are welcome at the Fly-In, but NOT during the Friday and Saturday rush hours of 10 AM to 3 PM. During other times, non-radio aircraft should follow the same routes and procedures outlined above and be extremely alert for other aircraft in the area. Runways 34 and 16 are the only

runways used for arriving and departing aircraft. The temporary control tower is located at midfield, approximately 150 feet west of runway 34-16. Be alert for a possible red light gun "Go around" signal from the tower. If you do NOT get a red light by the time you are on short final, you can assume you are cleared to land.

Parachute Activity

All aircraft, be alert for active parachute activity in the vicinity of Harvey Airport, 16 miles south of Arlington!!!

Ultralights

Ultralights will be operating in the southwest quadrant of the airport, landing and taking off on the last half of runway 11-29. Ultralights will fly right traffic to 11, and left traffic to 29. Ultralight traffic pattern altitude - 400 feet AGL. All ultralight operations are required to remain well west of runway 34-16.

Gliders

Expect glider operations from the grassy area located immediately east of the mid point of runway 34-16.

Fly-By Pattern

The Fly-By (demonstration) pattern will be operating west of and parallel to runway 34-16. Anyone wishing to participate in the Fly-By pattern **MUST** first get a briefing from the EAA.

FAA Forum Tent Schedule

As always, the Seattle Flight Standards District Office will be hosting a forum tent of interest to pilots throughout the Fly-In. New this year will be a forum tent dedicated to mechanics. Stop by and see us.

Wednesday, July 5

9:00 - 10:00 The Magic Spot Method of Aircraft Control - Part I, Preventing Spatial Disorientation - Scott Gardiner, FAA Seattle FSDO.

10:30 - 11:30 How to Get Your Homebuilt Aircraft Certified - Charlie Cotton - FAA Manufacturing Inspection District Office.

12:00 - 1:00 Flight Testing Your Homebuilt Aircraft, Les Berven - Chief test pilot for the BD-5, FAA test pilot on the Boeing 777, and a whole lot of aircraft in between.

1:30 - 2:30 Aircraft Modifications, or Coping with the STC Process - Richard Simonson, FAA - Aircraft Certification Office.

Thursday, July 6

9:00 - 10:00 The Magic Spot Method of Aircraft Control - Part II, The Accuracy Landing - Scott Gardiner, FAA Seattle FSDO.

10:30 - 11:30 How to Get Your Homebuilt Aircraft Certified - Charlie Cotton - FAA Manufacturing Inspection District Office.

12:00 - 1:00 Miscellaneous Analysis of Flight Test Phenomena, or, I Learned About Flight Testing From That - Les Berven - Chief test pilot for the BD-5, FAA test pilot on the Boeing 777, and a whole lot of aircraft in between.

1:30 - 2:30. Aircraft Modifications, or Coping with the STC Process - Richard Simonson, FAA Aircraft Certification Office.

Friday, July 7

9:00 - 10:00 Stall/Spin Avoided - Scott Gardiner, FAA Seattle FSDO.

10:30 - 11:30 Are You ready for Your Next Engine Failure - Spence

Campbell, Aviation Training Center.

12:00 - 1:00 Flying to Alaska - Patty Mattison, FAA Juneau FSDO.

1:30 - 2:30 Flying to Canada - Jerry Lloyd, British Columbia Aviation Counsel.

Saturday, July 8

9:00 - 10:00 Stall/Spin Avoided - Scott Gardiner, FAA Seattle FSDO.

10:30 - 11:30 Mountain Flying - Mike Crowell, Aviation safety Counselor.

12:00 - 1:00 Flying to Alaska - Patty Mattison, FAA Juneau FSDO.

1:30 - 2:30 Flying to Canada - Jerry Lloyd, British Columbia Aviation Counsel.

Sunday, July 9

9:00 - 10:00 The Magic Spot Method of Aircraft Control - Part I, Preventing Spatial Disorientation - Scott Gardiner, FAA Seattle FSDO.

10:30 - 11:30 The Magic Spot Method of Aircraft Control - Part II, The Accuracy Landing - Scott Gardiner, FAA Seattle FSDO.

12:00 - 1:00 Stall/Spin Averted - Scott Gardiner, FAA Seattle FSDO.

FAMILY FLY-IN

The site selection has been made for the 14th Annual Northwest Mountain Family Fly-In and Aviation Safety Conference, the only fly-in seminar with activities for every member of the family. This years event will be held in beautiful McCall, Idaho between August 11th and August 13th, 2000.

Once again, you can expect an extraordinary list of speakers, with

talks on every facet of aviation safety. The Keynote Speaker for this year's event will be Wayne Handley, one of the top aerobatic performers in the world.

You will also have the opportunity to receive three free hours of dual in our "Wings" Program (you provide the airplane). Sparky Imeson will be doing his celebrated "Mountain Flying" ground school again this year. Should you desire to do so, there will also be "mountain flying" instructors who are familiar with the area to take you into the back country.

If you would like more information about the Fly-In, you can call John Goostrey at (800) 453-0001, Jim Cooney at (800) 457-9917, or log on at:

www.faa.gov/fsdo/hln/myl.htm

FRIDAY HARBOR CLOSURE

The Friday Harbor Airport will get it's runway resurfaced in September. Accordingly, the Port of Friday Harbor has announced that the airport will be closed to normal general aviation traffic from September 5 to 26, 2000. Check NOTAMS.

NEW FSS COMPUTERS

Seattle AFSS briefers are getting a new computer system. Equipment testing and training will be conducted while briefers continue to provide daily operations. During the transition, pilots should expect greater than usual delays in accessing preflight weather briefers, and may have some of their calls transferred to Flight Service Stations at either McMinnville, OR, or Great Falls, MT. The transition should be

completed by the end of September, 2000.

AEROSAFE

May you always find VFR and tailwinds

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